

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☒   
no ☐

Property Name: East New Market Passenger Depot Inventory Number: D-639  
Address: East New Market-Rhodesdale Road (MD 14) Historic district: ☐ yes ☒ no  
City: East New Market, MD Zip Code: 21631 County: Dorchester  
USGS Quadrangle(s): East New Market  
Property Owner: Henry L. Dockins, Jr. Tax Account ID Number: \_\_\_\_\_  
Tax Map Parcel Number(s): 159 Tax Map Number: 22  
Project: MD 16 and MD 14: East New Market Streetscape Agency: MD SHA  
Agency Prepared By: MD SHA Architectural Historian  
Preparer's Name: Anne E. Bruder Date Prepared: 12/06/2005  
Documentation is presented in: Project Review and Compliance Files  
Preparer's Eligibility Recommendation: ☒ Eligibility recommended ☐ Eligibility not recommended  
Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☒ B ☐ C ☐ D ☐ E ☐ F ☐ G  
*Complete if the property is a contributing or non-contributing resource to a NR district/property:*  
Name of the District/Property: \_\_\_\_\_  
Inventory Number: \_\_\_\_\_ Eligible: ☐ yes ☐ no Listed: ☐ yes ☐ no  
Site visit by MHT Staff ☐ yes ☒ no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*

The East New Market Passenger Depot was inventoried for the Maryland Inventory of Historic Properties in 1987 and given MIHP No. D-639. The MIHP form fully describes the passenger station, which is the only remaining building of the Dorchester and Delaware Railroad's East New Market Passenger Depot. There has been little change to it since that time. Based on the analysis in the Addendum, the period of significance for the East New Market Passenger Depot is 1882 to 1956, and the building remains in sight of the railroad track, where it was moved in 1956 as part of the MD 392 construction.

The East New Market Passenger Depot was moved approximately 1/10 of a mile from the west side of the tracks to a lot directly to the east of the tracks. As required by Criteria Consideration B: Moved Properties, "a moved property significant under Criterion C must retain enough historic features to convey its architectural values and retain integrity of design, materials, workmanship, feeling, and association," National Register Bulletin 15, How to Apply the National Register Criteria for Evaluation, page 29. In addition to the move, a one-room addition was constructed on the south side of the building in the 1970s. The addition caused the loss of one of the roof brackets, but the doorframe remains in place. At the same time, a bathroom and small kitchen were added in the west end of the building. The west window was removed and a door was inserted. This door appears to be original to the building and may come from the east passenger waiting room. However, this remodeling has not changed the design of the

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended ☒ Eligibility not recommended ☐  
Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☒ B ☐ C ☐ D ☐ E ☐ F ☐ G  
MHT Comments:

Ann Tomlinson ✓  
Reviewer, Office of Preservation Services

Blair  
Reviewer, National Register Program

1/17/06

Date

2/21/06

Date

200503797

building, and essential design elements such as the half bay extension for the ticket agent to see the train, the walls dividing the rooms, the ticket window and large windows have been retained, so that the East New Market Passenger Depot has integrity of design. The East New Market Passenger Depot retains original materials such as the weatherboard and shingle cladding, gable roof, original windows, including oriole windows in the gable end walls, the chimney and doors and therefore has integrity of materials. Because the East New Market Passenger Depot continues to exemplify a nineteenth century railroad station by its original materials, these convey the integrity of workmanship that the building retains. The East New Market Passenger Depot's shingles, exposed roof brackets and horizontal lights in each of the windows are characteristic of the Shingle Style and the building retains its integrity of feeling. At least one resident of East New Market recalls purchasing a train ticket at the station before it was closed (personal communication between Ms. Bruder and Mrs. Bertha Dockins, February 2005) and the East New Market Passenger Depot retains integrity of association. SHA recommends that the East New Market Passenger Depot meets the integrity criteria of Criteria Consideration B, Architectural Value.

Furthermore, the East New Market Passenger Depot is the most importantly associated building remaining of the former East New Market Dorchester and Delaware Railroad Depot. Lost buildings or structures including the freight house with covered platform, the privy, a cattle pen, coal house and a watering tank leave the East New Market Passenger Depot as the sole surviving structure in East New Market. Likewise in both Cambridge and Hurlock only the passenger stations remain because the ancillary structures have been demolished. Together these three buildings help to explain the significance of the Dorchester and Delaware Railroad in Dorchester County's history. Because it is the least altered of the three buildings, the East New Market Passenger Depot provides important information about nineteenth century railroad buildings. The East New Market Passenger Depot therefore also retains integrity of association, sufficient to meet NRHP Criterion A for buildings eligible for historic associations.

SHA recommends that the East New Market Passenger Depot meets National Register of Historic Places (NRHP) Criteria A and C. Under Criterion A (Maryland's railroad history), the building is associated with the first railroad built in Dorchester County, the Dorchester and Delaware Railroad, which helped to transform the local economy following the Civil War. Only three stations were built along the railroad track, and the East New Market station became the locus for the transformation in the northeast central area of Dorchester County. As a result of the station's construction, a small industrial complex of two canning factories and a box and crate factory located near the station in order to take advantage of the rapid transportation mode.

Under Criterion C (Architecture) the East New Market Passenger Depot is significant as an example of a nineteenth century small town railroad passenger station associated with the Dorchester & Delaware Railroad. SHA makes the eligibility recommendation because the East New Market Passenger Depot retains the original exterior corner strips, brackets, chimney, windows, exterior wood shingles and clapboards, as well as the interior finishes, such as the tongue-and-groove wainscoting, cypress doors, and the ticket office window that were described in the ICC's 1915 valuation of the building. All of these elements exemplify the architecture of nineteenth century railroad buildings. Because many of these railroad buildings in Dorchester County either have been lost or heavily remodeled and the East New Market Passenger Depot is intact, it provides us with an understanding of the architectural design of such stations. Research conducted did not identify persons of local, state or national significance and the building is not eligible for the NRHP under Criterion B. Criterion D was not researched as part of the standing structures study.

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

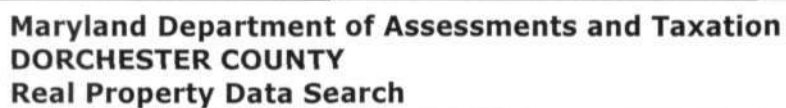
MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services

\_\_\_\_\_  
Date

\_\_\_\_\_  
Reviewer, National Register Program

\_\_\_\_\_  
Date



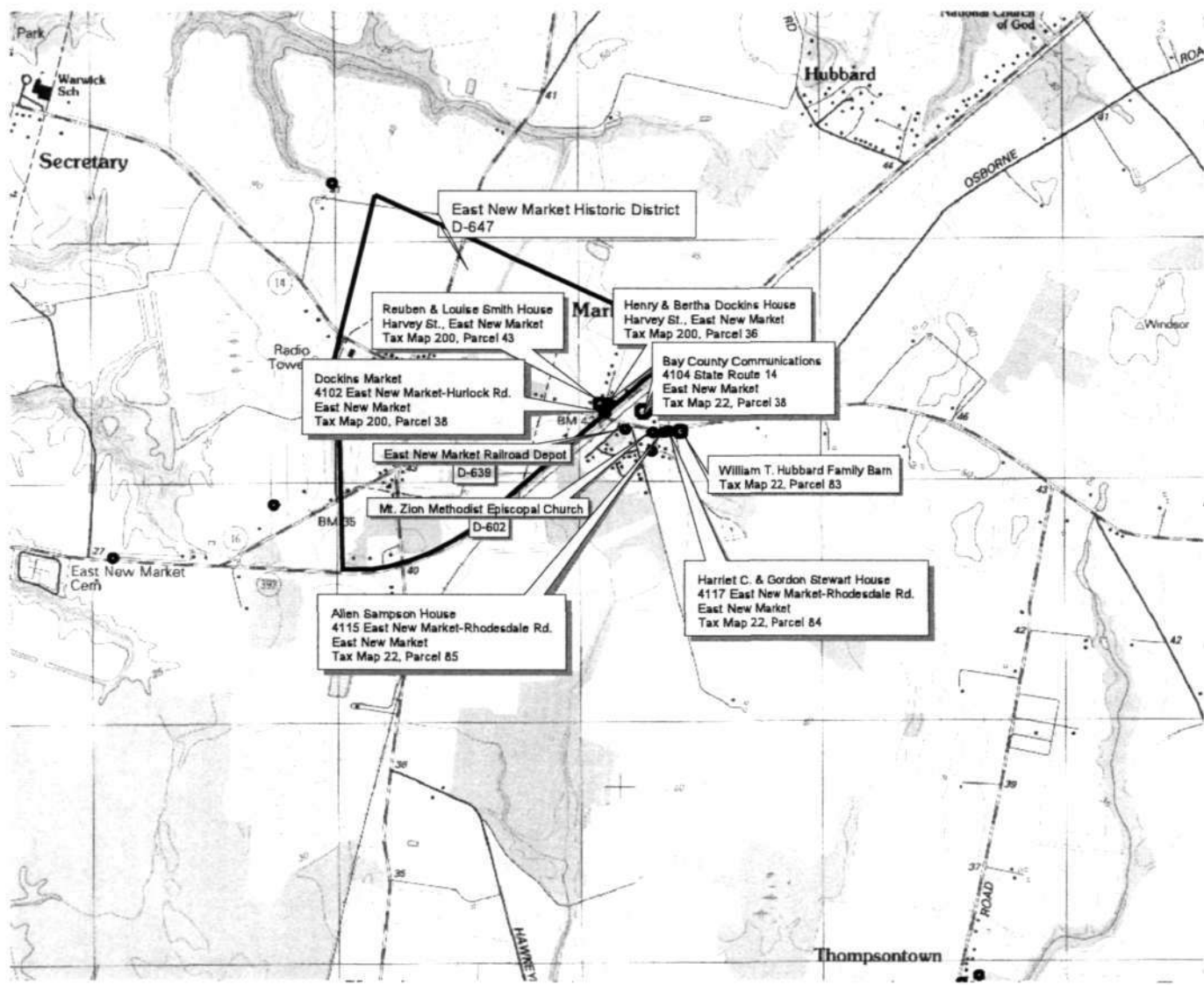
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[New Search](#)

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D-639

# East New Market USGS Quadrangle

## Standing Structures Location Map



- Maryland Inventory of Historic Places
- National Register of Historic Places
- USGS Topo Quad Index
- County



# Maryland Inventory of Historic Properties

## Addendum

MIHP Number: D-639  
Property Name: East New Market Passenger Depot  
Property Address: East New Market-Rhodesdale Road (MD 14),  
Dorchester County Tax Map 22, Parcel 159  
East New Market, MD 21631

The East New Market Passenger Depot was inventoried for the Maryland Inventory of Historic Properties in 1987 by Mr. Paul Touart and given MIHP No. D-639. The MIHP form fully describes the building. SHA conducted additional research in the Interstate Commerce Commission's records at the National Archives (NARA), as well as conducting research at the MHT, SHA, Enoch Pratt and Dorchester County libraries and provides the following information.

Maryland's railroad history began in 1827 with the charter of the Baltimore & Ohio Railroad. In the following year the first mile-long segment of the Baltimore & Ohio Railroad had been completed in southwest Baltimore City. Many people were interested in improving transportation in the state and soon a number of railroad companies applied to the Legislature for charters.

One example was the Dorchester & Delaware Railroad that connected Cambridge, Maryland with Seaford, Delaware and the main line of the Delaware Railroad. The Delaware Railroad was built to join the Philadelphia, Wilmington & Baltimore Railroad in Wilmington, Delaware. The railroad extended the length of western Delaware between Wilmington and Delmar, a new town at the Delaware-Maryland border. In the late 1860s, construction of the Delaware Railroad spurred construction of short railroad branches between towns near the Chesapeake Bay and the Delaware Railroad, including Cambridge, Easton and Chestertown. By 1869, construction of the Dorchester and Delaware Railroad tracks reached East New Market.

The tracks soon passed East New Market on the east side of town. In addition to constructing the track, the Dorchester & Delaware Railroad built the East New Market station that included "a large freight house and watering tank" between 1869 and 1871 as reported in the *Daily Banner*. The Dorchester and Delaware Railroad was considered to be "the greatest internal improvement planned, conceived and executed in this county," according to Reginald C. Orem in the October 26, 1869 *Daily Banner*.

In 1883, the Dorchester and Delaware Railroad was sold to the Seaford and Cambridge Rail Road Company, which was a subsidiary of the Philadelphia, Wilmington and Baltimore Railroad, which in turn was part of the Pennsylvania Railroad syndicate. In order to spur passenger travel, the new owners built stations at East New Market and



Hurlock. By the early twentieth century, the Dorchester and Delaware Railroad Station at East New Market had been enlarged. In addition to the 1870s freight house and watering tank, it consisted of a three room passenger station, a cattle pen, a privy and a coal house.

The railroad's construction transformed northern Dorchester County's economy. Later construction of the Baltimore, Chesapeake and Atlantic Railroad providing service between Claiborne and Ocean City would also stimulate the economy. Farmers were no longer limited to selling their produce locally or to sending it by ship to Baltimore. Instead, farmers shipped their grain and peaches, while watermen sent oysters and crabs by train to New York and Philadelphia. Western railroad companies also bought local lumber to make new railroad cars (Weeks, 1984). As demand for produce grew, the farmers also shipped corn, berries, melons, lima beans and tomatoes (Smith, 1903). Some farm products were unprocessed when they were shipped, while other fruits and vegetables were sent to local factories to be processed and packed in tin cans.

In the early part of the twentieth century, the ICC required all of the railroad companies to provide information about the infrastructure they owned and controlled. The ICC first valued the East New Market Passenger Depot on March 12, 1915 for the Delaware Railroad. The Valuation Team noted it as a "passenger station" built on Plan No. 59182 from the Master of the Works (presumably the Delaware Railroad and Pennsylvania Railroad Master of the Works; ICC Valuation Records, NARA). At that time, it had a brick chimney, corner strips, a belt course, a frieze, ten ornamental brackets with sawed end rafters, cypress clapboards to the window sills and shingles above, a slate roof, downspouts, double hung and weighted cypress sash-and-frame windows. In the interior, there was beaded, tongue-and-groove yellow pine wainscoting, a ceiling of adamant plaster, cypress doors with two wood panels, and one six-light glass panel. Based on Ms. Bruder's February 2005 site visit, most of these items remain. A bluestone platform separated the tracks from the Freight House and the Passenger Station. By the September 3, 1919 valuation, the station had been electrified. A photograph included in that valuation shows the extent of the complex, including the exterior electric light pole (see the attached historic photographs).

The East New Market Passenger Depot is a three-room passenger station that had one waiting room for women and children and another for men. The ticket office was the central space between the two waiting areas. There was one window in the east gable end wall and another single window in the west gable end wall of the men's waiting room, while the front and rear facades each had a window and a door to allow passengers to enter the station or exit onto the platform or to the street. The ticket office extended one bay beyond the building so that the station manager could look up and down the track to see the train, as well as directly in front. The two lateral windows in the extension are half the width of the other windows. The windows have six over six lights in each sash.

Not mentioned specifically in the MIHP Resource description (Section 7) is that the train station has one rear addition that has caused the loss of one of the exterior brackets. The addition, as well as a small kitchen and bathroom, were installed in the

effort to turn the building into a house in the 1970s. In the MIHP Significance description (Section 8), the building is described as being from the "turn of the century." Based on the newspaper evidence, it seems likely that the station was built following the acquisition of the Dorchester and Delaware Railroad by the Pennsylvania Railroad Syndicate in 1883, although the train had been making trips with passengers since 1869. The period of significance for the East New Market Passenger Depot is 1883 to 1956, and the building remains in sight of the railroad track. Paul Touart suggested in his 1987 MIHP form that the building may have been built by a local builder. The 1915 ICC Valuation record noted "changes made in the field" without specifying the alterations from the plan. A comparison of known and extant railroad buildings in Dorchester County suggests that these buildings were constructed by local builders based on designs from the parent companies to provide coherent visual symbols that the traveling public would recognize.

Since Dorchester County's historic standing structures surveys began in 1975, six buildings belonging to two different railroad companies have been identified. These are the Dorchester and Delaware Railroad Depot (MIHP No. D-187) in Cambridge, East New Market Passenger Depot in East New Market, the Hurlock Passenger Depot in Hurlock [not inventoried individually, but included in the Hurlock Historic District, MIHP No. D-653] (all on the Dorchester and Delaware Railroad), and the Hurlock Freight Station, MIHP No. D-646, the Rhodesdale Depot (MIHP No. D-263) and the Reids Grove Depot (MIHP No. D265) (all on the Baltimore, Chesapeake and Atlantic Railroad). Of these buildings, the Dorchester and Delaware Railroad Depot is NRHP eligible as a contributing resource to the Cambridge Historic District. The Hurlock Passenger Depot is a contributing element to the NRHP-eligible Hurlock Historic District, although it has been converted to a park facility. The Hurlock Freight Station is individually eligible for the NRHP because it is outside the Hurlock Historic District. The Rhodesdale Depot has been demolished (reported in 1994, confirmed by Ms. Bruder's field visit to Rhodesdale in March 2005) and the Reids Grove Depot is not eligible because of alterations since 1929 that have converted it to a dwelling.

The Dorchester and Delaware Railroad's Cambridge and Hurlock buildings are similar to one another, with hipped roofs and wide, overhanging eaves. The photograph of the Cambridge building in the MIHP form, and Ms. Bruder's site visit in March 2005 indicates the building is covered in weatherboards below the window sills and shingles above. The Hurlock building has been renovated and its exterior is covered entirely in weatherboard, and only one weatherboard is painted a dark color, while the rest of the building is painted white. Likewise the Rhodesdale and Reids Grove buildings have wide hipped roofs with gable peaks. Because of the common construction dates from the late nineteenth or early twentieth century, all four of these buildings appear to be related architecturally, with their roof brackets and other structural elements strongly expressed on the buildings' exteriors. Each is an example of the Shingle Style.

In contrast, the East New Market Passenger Depot and Hurlock Freight Station have side gable roofs and served two different functions. The East New Market building was a passenger station, while the Hurlock building was a freight building. Because of

its passenger service function, the eaves of the East New Market building extend beyond the front façade of the building to shelter the building's entrances. The Hurlock building is described in the 2000 MIHP form as having board-and-batten siding. Its roof does not extend significantly beyond the façade of the building because it did not serve passengers. The East New Market building has shingles above the window sills and weatherboard below. It remains painted red on the weatherboards, while the shingles above are yellow. The paint color combination and shingle/weatherboard exterior gives the building an association with the Cambridge building, and again suggests that the owners sought to provide a visual image that would tell a viewer that the buildings belonged to the Dorchester and Delaware Railroad.

Please see attached Determination of Eligibility Form for NRHP eligibility. On December 19, 2005, the Maryland State Highway Administration recommended the building as eligible for the NRHP because it meets Criteria Consideration B (Moved Buildings) as well as Criteria A (history of Maryland's railroads) and C (architecture).

Prepared by Anne E. Bruder, Architectural Historian, Maryland State Highway Administration, December 19, 2005



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(1988)

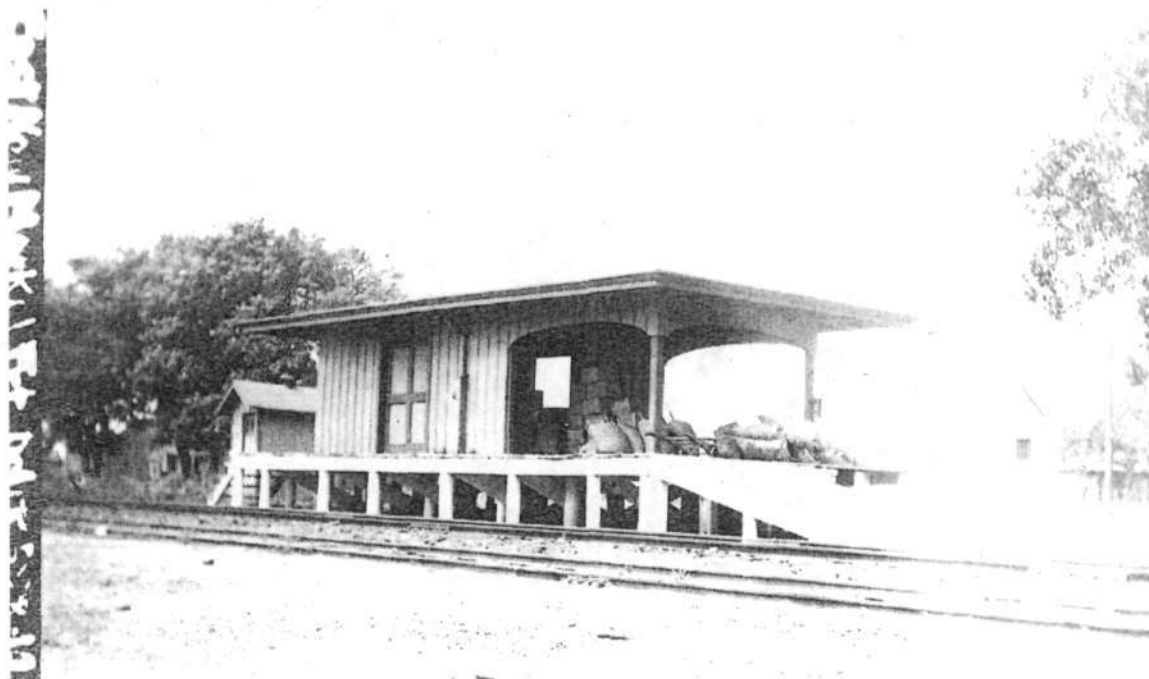
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East New Market Dorchester & Delaware Railroad Station, circa 1919



East New Market Passenger Station looking west at east and south facades, May 1919



East New Market Freight House looking west at east and south facades, May 1919



D-637

EAST NEW MARKET PASSENGER DEPOT

DE W. C. FOSTER CO, MD

R. B. BROWN & C.

FEB. 1975

MD SNPO

ART-2611 (No. BA) (BA)

167 1717 - 1 N N N-62 (BA) (BA)

LOOKING NORTH & WEST AT SOUTH  
EAST FACADES OF DEPOT

1/4

PC  
1/4/75





D-639

EAST NEW MARKET PASSENGER DEPOT.

DORCHESTER CO., MD

A. FOUNDER.

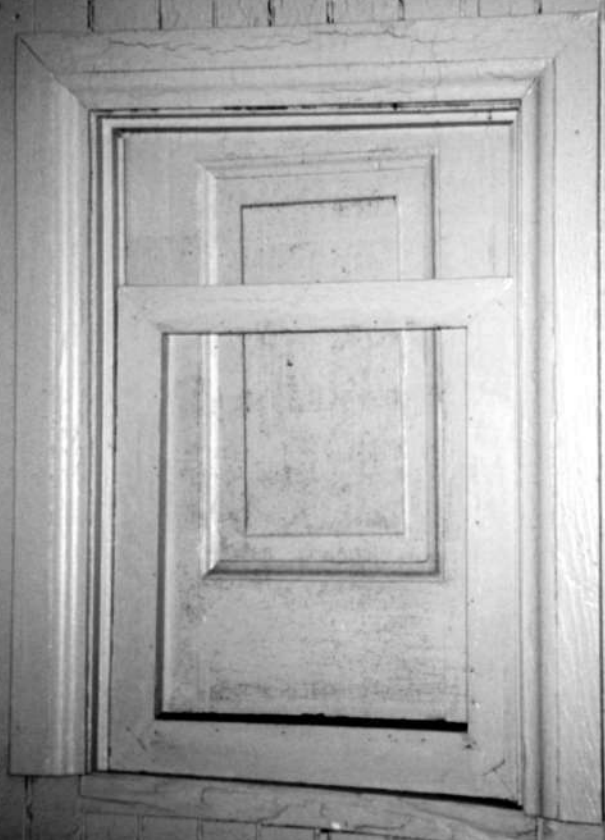
FEB. 2005  
WIDEN PO

ART-2611 (No. 140002)  
167 1717 - 1 N H S 36 (00450)

DETAIL OF FRONKETA WEST FACADE

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10/26



D-679

EAST NEW MARKET PASSENGER DEPOT

DORCHESTER Co., MD

R. BRUNDER

FEB 2005

MD SNPO

INTERIOR DETAIL - TICKET WINDOW

3/4

001 2011 010 200000  
107 1717 1 N N 1 2121 201  
000000 00 2-N N 1 2121 201

5/20/05  
6/1/05

EXIT





D-639

EAST NEW MARKET PASSENGER DOOR

DORCHESTER Co., MD.

A. BENDER.

FEB. 2005.

MD SAPO.

ART-2611

CHG. 340411

167 1717

1 11 11 11 11 11

INTERIOR SNOWING, WAITING ROOM  
AND TICKET OFFICE

4/4

D-639

c. 1890-1900

East New Market Passenger Depot

East New Market

private

Located on the eastern fringe of town at the end of Railroad Avenue is the late nineteenth-century passenger station that serviced the residents of East New Market. The single-story frame station is not unlike others on the Eastern Shore with its steeply pitched gable roof supported by a common rafter, through-purlin roof system with c-shaped wall brackets. The building exterior is sheathed with a combination of wood shingles and plain weatherboards, another common finish for Victorian era structures. The interior is divided into three rooms each sheathed with narrow beaded boards.

# Maryland Historical Trust

## State Historic Sites Inventory Form

### 1. Name (indicate preferred name)

historic EAST NEW MARKET TRAIN DEPOT

and/or common

### 2. Location

street & number East side of MD 392 ☐ not for publication

city, town East New Market ☐ vicinity of congressional district First

state Maryland county Dorchester

### 3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture <input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial <input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational <input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment <input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government <input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input checked="" type="checkbox"/> industrial <input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military <input type="checkbox"/> other:

### 4. Owner of Property (give names and mailing addresses of all owners)

name

street & number telephone no.:

city, town state and zip code

### 5. Location of Legal Description

courthouse, registry of deeds, etc. Dorchester Clerk of Court liber

street & number Dorchester County Courthouse folio

city, town Cambridge state MD 21613

### 6. Representation in Existing Historical Surveys

title Maryland Historic Sites Inventory

date 1983 ☐ federal ☒ state ☐ county ☐ local

depository for survey records Maryland Historical Trust

city, town Annapolis state MD 21401

## 7. Description

Survey No. D-639

### Condition

☐ excellent  
☒ good  
☐ fair

☐ deteriorated  
☐ ruins  
☐ unexposed

### Check one

☐ unaltered  
☒ altered

### Check one

☒ original site  
☐ moved      date of move \_\_\_\_\_

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

The East New Market passenger depot stands on the east side of MD Route 392 and south of MD Route 14 on the eastern edge of East New Market, Dorchester County, Maryland. The single-story frame train station faces northwest with the gable oriented on a northeast/southwest axis.

Built during the years surrounding the turn of the twentieth century, the East New Market depot is supported by a minimal brick foundation and covered by a combination of wood shingles and plain weatherboard siding. The steeply pitched, asphalt shingle gable roof overhangs the rectangular depot structure and is supported by large c-shaped brackets. A narrow brick chimney rises through the center of the roof.

The northwest (main) elevation is a symmetrical five-bay facade with a projecting center bay. The lower half of the wall surface is covered with plain weatherboards, while the wall surface above the level of the window sills is sheathed with painted wood shingles. The center bay is pierced by a six-over-six sash window, and to each side are narrow sash windows. To the right and left of the center bay are partially glazed doors and adjacent six-over-six sash windows. Under the extended eaves, the roof structure is exposed with large purlins, common rafters, and c-shaped brackets.

The northeast gable end is marked by a single six-over-six sash window on the first floor and a round four-pane window within the upper gable. The eaves are extended on each end as well. The southwest end, on the other hand, is essentially the same except a partially glazed door fills the first floor bay.

The southeast side of the depot has been extended within the past ten years with a shed-roof one-room addition.

Inside, the depot is divided into three rooms with the walls and ceilings covered with narrow beaded board sheathing. Turn of the century hardware remains on some of the doors.

## 8. Significance

Survey No. D-639

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

### Specific dates

### Builder/Architect

check: Applicable Criteria: ☐ A ☐ B ☒ C ☐ D  
and/or

Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Level of Significance: ☐ national ☐ state ☒ local

Prepare both a summary paragraph of significance and a general statement of history and support.

The East New Market train depot is a well-preserved turn of the century railroad building with its steeply pitched gable roof supported by an exposed, common rafter, through-purlin roof system. Large c-shaped brackets assist in supporting the extended eaves. The building is also distinctive for its combination weatherboard and wood shingle sheathing, typical of turn of the century structures. An attempt has been made to transform the depot into a dwelling, but the interior beaded board sheathing remains intact.



# 9. Major Bibliographical References

Survey No. D-639

## 10. Geographical Data

Acreage of nominated property \_\_\_\_\_

Quadrangle name \_\_\_\_\_

Quadrangle scale \_\_\_\_\_

UTM References do NOT complete UTM references

A 

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Zone Easting Northing

B 

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Zone Easting Northing

C 

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D 

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E 

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F 

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G 

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H 

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Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
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state	code	county	code
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## 11. Form Prepared By

name/title Paul B. Touart Architectural Historian

organization Private Consultant

date 12/6/87

street & number P. O. Box 5

telephone (301) 651-1094

city or town Westover

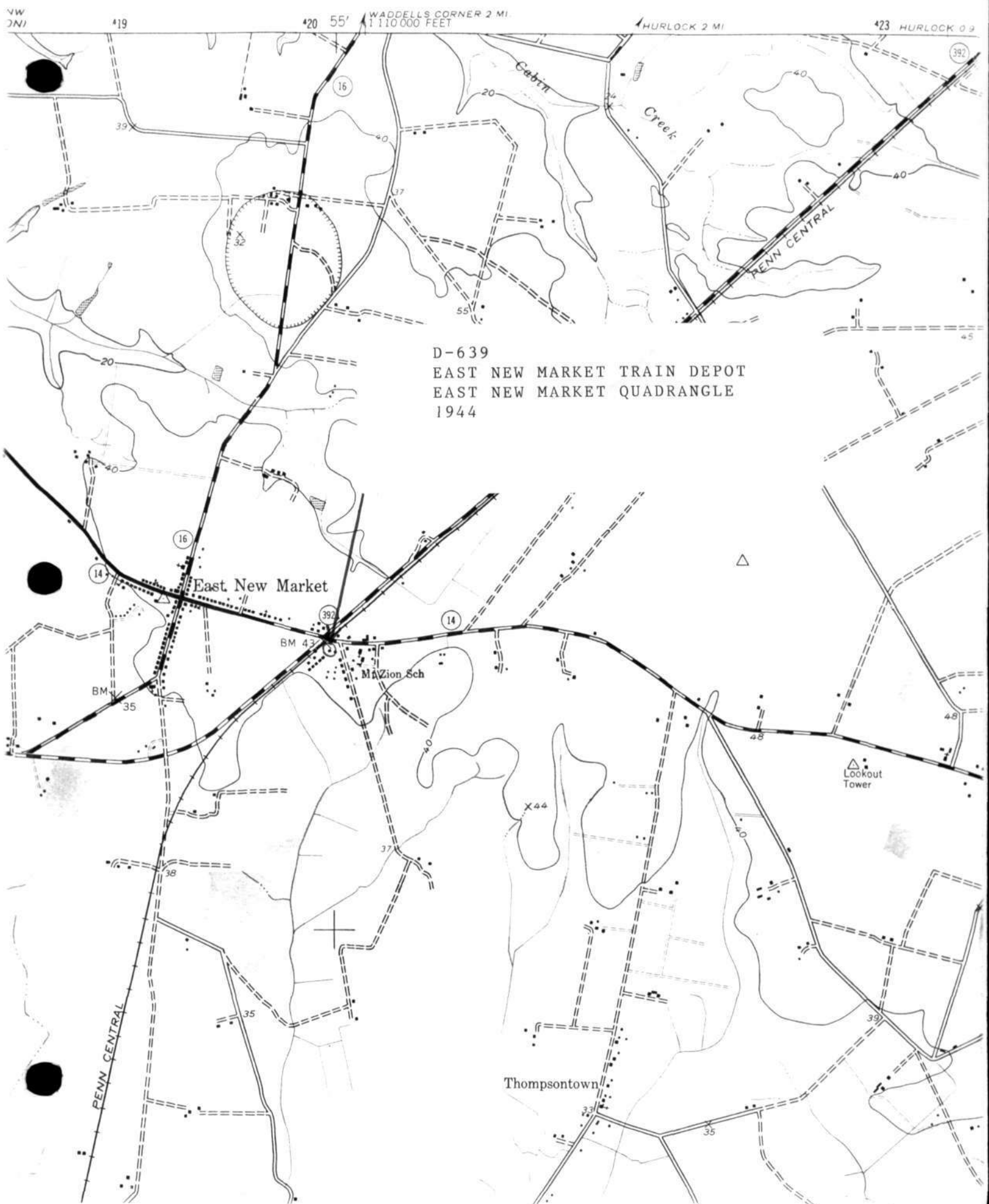
state Maryland 21871

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust  
Shaw House  
21 State Circle  
Annapolis, Maryland 21401  
(301) 269-2438

D-639





D-639

East New Market Train Depot

East New Market, Dorchester Co., MD

Northwest elevation

12/87 Paul Touart photographer

Negative/Md Historical Trust



D-639

EAST NEW MARKET TRAIN DEPOT

East New Market, Dorchester Co., MD

Southwest elevation

12/87 Paul Touart photographer

Negative/Md Historical Trust





D-639

East New Market RR Depot

55%